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[a34-1]

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[a1351]

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Hongkong, 29th April, 1908. [a1364]

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Hongkong, 1st April, 1909. [113]

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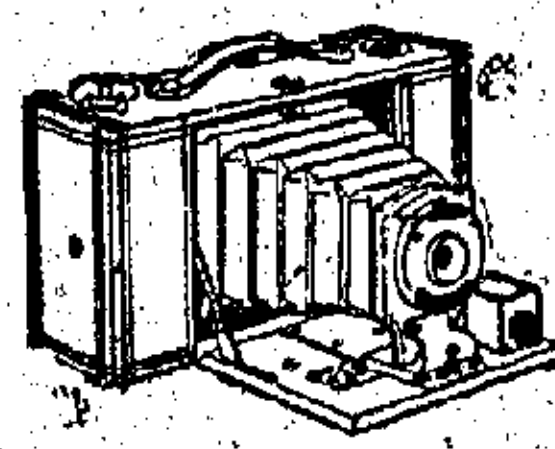


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[1910]

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[1134-1]

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Hongkong, 16th October, 1907. [939]

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NOTICE

THE Undersigned, CHAN MUI SAN, who,
for more than forty years, was Partner in
and Manager of The SUN SHING Firm of
No. 90, Queen's Road Central, has now Relinquished
from all connection with the said Firm and has
Opened his Own House at No. 23, Stanley
Street, where he is Transacting Business in the
same lines as formerly.
CHAN MUI SAN,
23, Stanley Street.
Hongkong, 2nd December, 1910. [1344]

NOTICE OF REMOVAL

NOTICE OF REMOVAL

THE Undersigned have REMOVED their
Offices and Showrooms to No. 7,
QUEEN'S ROAD CENTRAL (Second Floor),
above the Deutsche-Asiatische Bank.
DADY BURJOR & Co.,
General Merchants,
Manufacturers' Representatives
and Commission Agents.
Hongkong, 1st December, 1910. 1336

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Hongkong, 24th July, 1905. [a1206]

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Hongkong, 1st September, 1910. [a542]

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"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a36]

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[a1332]

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[a215]

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BIRTHS.

On December 5th, at Shanghai, the wife of
G. D. COURTES, of a son.

On December 5th, at Shanghai, to Mr. and
Mrs. H. E. KIMPTON, a daughter.

On December 5th, at Shanghai, FRANK
FABIAN, M.B.E., A.M.I.Mech.E., to LOUISA
M. MURPHY, of Liverpool.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, DECEMBER 9th, 1910.

When the enterprising Japanese acquired
the port of Dairen, there were many who
felt that the days of the old Treaty port of
Newchwang were numbered. Dairen, as the
Japanese call their acquisition has the advan-
tage of being not only terminal port of an
important railway connecting with the trans-
continental line at Harbin, but one where
the water is deep and the harbour open all
the year round, while Newchwang is
frozen up during four months every year,
and is, in addition, handicapped with a bar
at the mouth of the Liao. It is very
satisfactory to see that the gloomy prognos-
tics of a few years ago have been
handsomely disproved by the growth in
the trade returns. In his Report on the
trade of the port for the year 1909 the
Commissioner of Customs states that, taken
all round, the trade had been of a most
satisfactory character. The value of the
imports, though not so large as in 1905,
which holds the record (because New-
chwang was then the only door through
which the trade of Manchuria passed) the
value of the exports exceeded that year's

figures by 25 per cent. and was about
60 per cent above the average of
the last ten years. For this result
the growing demand for the soya bean,
now so extensively cultivated in Manchuria,
is largely responsible, and there is the
further interesting development of a coal
export from Newchwang. Shipments of
Fushun coal are now coming from the
mine near Mukden. The Commissioner
of Customs notes the interesting report that
the South Manchurian Railway finds that
the shorter haulage and less grades to New-
chwang mean a saving of more than a yen
per ton over the Dairen route, and his
comment on this is that if the report be
true, a large expansion of coal shipments
from Newchwang may be looked for in the
future. But bean cake, beans and bean-oil
constitute the staple export at both ports.
At Dairen beans represent 55 per cent. of the
total value of the exports, bean cake 28 per
cent., while wild silk, cocoons and piece
goods represent only 7 per cent., the remain-
ing 10 per cent. being taken up by sundry
articles with bean oil at the head. It is
much the same at Newchwang, where the
export of beans, bean cake and bean-oil
represented a value of \$2,260,444, out of a
total export trade valued at \$4,109,430.
The total production of bean produce under
favourable conditions is now estimated at
about one and a half million tons a year, of
which fully 90 per cent. is exported.
This great trade has been made possible
by the development of a railway system in
Manchuria and it proclaims to the whole
empire the inestimable value of rapid means
of transportation. Now that railways are
being constructed in South China we can
surely look forward to some similar devel-
opment in this part of the Empire. We do
not know whether the soya bean can be
successfully cultivated in South China, if the
Chinese farmer, who is conservation per-
sonified, can be persuaded to make the ex-
periment, but it is worth pointing out that
more than eighty per cent of the beans ex-
ported from Manchuria come down to South
China to be converted in the oil mills of
Canton, Swatow and Amoy into a fertiliser
for which there is great demand. Practically
all the bean cake made in Manchuria goes
to Japan, so that there is ample inducement
to the Southern farmer to grow the bean if
it is possible in these latitudes. If it is not
possible, then the Manchurian ports are
securely established in a trade which is
destined to increase much beyond its present
dimensions as the web of railways in the
Empire extends, affording to the farmer a
cheap and rapid means of transportation for
his requirements and his produce.

Inspector Brown, Sergeant Langan and
Constable Glendonning of the Hongkong Police
returned to the Colony yesterday after nine
months' leave of absence.

The Japanese Government, it is stated, will
dispatch the cruisers Kurama and Iwakuni to En-
gland in honour of the coronation of King George
V., to be held in June next.

The debtor in a bankruptcy case at the
Supreme Court yesterday was not present and
the Chief Justice asked, "Where is he?" To
this the Official Receiver replied, "He is dead."

Mr. A. F. Churchill, the new Assistant
Director of Public Works, arrived from
Colombo by the P. and O. steamer Himalaya
yesterday, accompanied by Mrs. Churchill and
their two children.

Captain W. W. Greene, until recently in
command of the T.K.K. steamer Ohio-maru,
has been admitted to the Yokohama General
Hospital, suffering from a serious breakdown in
health.

At the Magistracy yesterday Mr. Dennis was
examining a Chinese witness when he asked—
"Did you see a policeman go up—I mean an
English policeman?" He was a Scotch police-
man, I suppose.

Mr. Meyer, Secretary of the United States
Navy Department, has recommended in his es-
timates for the coming year that the Department
abandon the Cavite station and transfer all its
operations to Olongapo.

An Indian police lance-sergeant was placed
before Mr. E. B. Hallifax at the Magistracy
yesterday charged on five counts with accepting
bribe from hawkers. Mr. J. H. Gardiner
appeared for the defendant, who was remanded.

A Chinese who attempted to snatch a gold
watch and chain from Mr. S. A. Marston on
Thursday was sentenced by Mr. Hallifax to
the Magistracy yesterday to six months' im-
prisonment with hard labour and six hours'
stocks.

Coming events cast their shadows before
them. The Police Judge in the Summary
Court yesterday wished to fix a case for hearing
on Friday, 23rd instant, whereupon Mr. Shanton
explained, "That is rather awkward. The
Society will be in the New Territory then."

Eight richa coolies and seven pair of chair
coolies were charged before Mr. J. R. Wood at
the Magistracy yesterday with causing an
obstruction in the vicinity of the Cafe Wei-
mann in Des Voeux Road. The richa coolies
were fined \$3 each, and each pair of chair coolies
was mulcted in the same amount.

On Thursday night Mr. H. Summers dis-
located his thigh at the Victoria Skating Rink
and had to be removed to hospital on an
ambulance.

Mr. R. E. Stubbs, of the Colonial Office, who
has been inquiring into service matters in the
Straits Settlements, reached Hongkong yester-
day by the P. and O. steamer Himalaya, and is
staying at Government House.

Dr. Hawks-Pott, President of St. John's
University at Jessfield, Shanghai, has decided
to accept the nomination of the late Episcopal
Convention, and will be shortly consecrated as
Bishop of the newly-created diocese of Wuhu.

Dr. S. W. Pratt, of the firm of Kaylock
& Pratt, Shanghai, had the misfortune to be
thrown from his horse last week and was picked
up unconscious. Dr. Pratt's injuries are not
of a very severe nature, and it is hoped that he
will be fully recovered in the course of a few
days.

Two ladies—one American, the other Eng-
lish—have died of cholera at Ichang. The
American lady, Miss Stryker, was on a visit
with her mother to her sister, Mrs. Stockman,
of the American Episcopal Mission, and Miss
Bere, a Nurse associated with the Church of
Scotland Mission, contracted the malady while
attending Miss Stryker. Nurse Bere died
twelve hours before the patient who was called in
to nurse.

The wedding took place at Penang on the
30th ult. of Mr. Arthur Cecil Hynes, of the
Hongkong and Shanghai Banking Corporation,
Iphoh, youngest son of the late Mr. Hynes, of
Bombay, and Miss Doris Emily Mary Gilman,
daughter of Mr. Francis Gilman, of Southamp-
ton, and sister of Mr. Gilman, the magistrate of
Iphoh. The bride was attired in crown lace silk
embroidery, with garlands of orange blossoms,
the train being caught up with a bow of chiffon
and spray of orange blossoms. The reception
was held at Kinrady, the residence of Mr. Mc-
Callum. The Hon. R. A. Adams proposed the
health of the bride and bridegroom. The first
portion of the honeymoon will be spent at the
Crag, and the latter part in Java.

ALLEGED ARSON AT WANCHAI.
The hearing was continued at the Magistracy
yesterday before Mr. E. B. Hallifax of the
charge against Li Hing of setting fire to No. 50,
Queen's Road East on November 16th.

Yung Fze, formerly in the employ of the
Telephone Company as linesman, living at 174
Queen's Road East, said that at 1 a.m. on the
19th November he was returning from the
Shumpan district to his home. He noticed a
man run out of the house in question and
saw him arrested by a policeman. When he
got alongside witness saw that the house which
the man had left was on fire. A policeman pulled
the burning matter into the street and witness
stamped it out. Witness noticed paper littered
about the floor of the shop and was conscious
of a strong smell of kerosene. Only one man
so far as he saw ran out of the shop and he
recognised him as Li Hing in the dock. The
baw and paper which he saw in the place smelt
of kerosene.

Cross-examined—The fire was on the west
side burning from the ground to the first floor.
Witness did not hear the man call out "Save
life."

Cheung Wa On, the master of a richa shop
in Queen's Road East, said he was sleeping in
his shop on the morning of November 16th, and
was roused by the blowing of a police whistle.
He went outside and saw defendant in the
custody of a policeman. Witness also found
that a fire was burning in the house next door.
He helped to extinguish the fire. The shop smelt
strongly of kerosene. No. 50 had been occupied
26 or 27 days before the fire. Three adults and
a small boy left at the end of the first week.
One man left a week later, leaving two behind.
One sold foreign goods on the one side of the
shop and the other sold tobacco on the other side.

The sergeant interpreter at No. 2 Police
Station spoke to seeing the prisoner in the
early hours of the morning in question. Witness
asked him where he got the policy from. His
reply was that his master, who had come to the
country, had left it with him. Prisoner said he
was a cook.

He Yu, another sergeant interpreter at No. 2
Police Station, said he was present when
defendant was charged with setting fire to the
premises in question. Prisoner, who gave his
name as Lai Hing, made a statement in which
he said: "I have nothing to say; the fire
broke out upstairs."

P.C. 152 said he was on duty after the fire
was extinguished. Nothing was placed there
or taken away while he was on duty.

P.C.'s 929 and 208 gave corroborative
evidence.

P.C. McKelvie stated that while on
duty in Ship Street on the morning in
question he heard a police whistle,
and ran along Queen's Road East and found
the premises at No. 50 were on fire. The floor
of the ground floor was covered with burning
material, paper, matches and other litter. A par-
tition at the back was blazing and the flames
were ascending the ceiling. The stair-
case was not on fire while he was there.
He cleared the floor with a piece of wood,
and found matches among the rubbish. The
trap door to the first floor was shut, but he
pushed it open and some ashes and burnt
material came down. When he cleared the
space on the floor he noticed several patches
which smelt of kerosene and which were then
burning. When he arrived on the premises
both floors were burning, but he could not say
whether the fire on the ground floor had spread
to the first floor or not. One of the show cases
was full of goods.

Mr. Dennis then produced the card board
boxes found in the case. They were all empty.
The hearing was adjourned till Thursday.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE HONGKONG
DAILY PRESS.]

THE SHIPBUILDING DISPUTE.

LONDON, December 9th.

An agreement has been signed
settling the dispute in the shipbuild-
ing trade, subject to the ballot of men.

ROYAL VISIT TO HOLLAND.

LONDON, December 9th.

Their Majesties King George and
Queen Mary will visit Amsterdam
next summer.

LOCAL SPORT.

FIXTURES AT A GLANCE.

League Cricket.

Yorks v. Police.

Military Ground.

Kowloon v. R.G.A.

Kowloon.

R.K. CRICKET LEAGUE.

The following is the table up to date:—

Club.	Played	Won	Lost	Drawn	Points
R.G.A.	3	3	0	0	66.66
Civil Service	3	2	1	0	66.66
The Remnants	3	2	1	0	16.00
R.E.	5	5	0	0	24.00
Kowloon	5	5	0	0	24.00
Hongkong "A"	4	4	0	0	12.50
Craigengower	4	1	1	2	2.50
H.K. Police	5	1	5	0	—

Other Cricket.

H.K.C.C. v. Navy.

Club Ground, 1.45.

Craigengower "A" v. Civil Service.

Watson's Naval Yard.

TENNIS.

C.C.C. "A" v. L. E. Lamont, H. H. Taylor,

A. S. Gomas, H. Bapp, P. Carrie, J. D. Norris,

W. H. Warren, A. H. Carroll, S. B.

Battilwan and R. Bana.

League Football.

H.K.F.C. v. Naval Yard.

ROYAL HONGKONG GOLF CLUB.

The following is the draw for the Captain's
Cup Match Play Competition:—
Byes, Crawford v. Walkinshaw, Archbutt v.
Gauden.

First round:—Clark (D.E.) v. Elborough,
Worrest v. Dalgety, Dashedwood v. Buckland,
Mackenzie v. Crist.

The first round is to be played by the 18th
inst.

SUPPOSED MURDER IN THE NEW
TERRITORY.

News comes from Ealing of a ghostly find
made by the police in the New Territory. On a
quiet part of the road some distance from the
village a Chinese was found with his throat cut
and with several knife wounds about the head
and shoulders. The dead man is believed to have
been the brother of several Chinese firms in
Hongkong, and to have been in the Territory
collecting money. At the time of his death he
was in possession of some \$200, and it is sup-
posed that his assailant or assailants were aware of
this fact, and were likewise cognizant of his
movements. The police are investigating the
matter.

CROWN AGENT'S OFFICE FUNDS.

A statement of accounts of the office funds of
the Crown Agent for the Colonies for 1909,
which was issued last month, shows that the
receipts of the year were \$78,209 17s. 7d.,
including a balance of \$4,007 12s. 10d. from
the previous year. The chief items include
\$24,497 16s. 6d. from departmental charges on
the Colonies, \$14,059 11s. 8d. from charges
for inspection of engineering, and \$12,500 from
half per cent. on issue of loans.

There is a balance in hand at the end of the
year of \$234 12s. 7d., the principal items of
expenditure being \$29,772 12s. 8d. for salaries,
\$28,859 18s. 8d. for travelling expenses of en-
gineering inspection staff, and \$26,034 11s. for
commission to brokers on loan subscriptions.

WEATHER REPORT.

On the 9th at 12.05 a.m.—The barometer has
fallen slightly over S. China and the Loochoos,
and fallen considerably in E. Japan.

The depression in the North is still shown over
the Pacific to the N.E. of Japan.

The high pressure area remains over the con-
tinent to the North of the Yangtze valley.
Strong monsoon will continue to prevail over
the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

Hongkong & Neighbourhood: { N.E. winds,
fair, clear.

Formosa Channel: { N.E. winds,
strong.

South coast of China (between) Same as No. 1
Hongkong and Loochoos.

South coast of China (between) Same as No. 2
Hongkong and Loochoos.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Tosa Maru* (Bombay) left
Moi for this port on the 6th instant, and is
expected here tomorrow.

The N.Y.K. str. *Ceylon Maru* (Bombay) left
Singapore for this port on the 5th instant,
and is expected here on the 12th instant.

The N.Y.K. str. *Nikko Maru* (Australia) left
Manila on the 8th instant, and is expected here
on the 19th instant.

The P. & A. S.S. Co.'s chartered str. *Sirath-
mar* left from Portland on the 15th instant,
via Japan ports for Hongkong.

MR. LLOYD GEORGE'S LATEST
FIGHTING SPEECH.

LIMEROUSE AND "LIME LIGHT."

London, Nov. 22nd.

Mr. Lloyd George delivered a speech at Mile
End last evening which was eagerly anticipated
in view of the famous Limerouse speech. He
said that the last election enabled the Lib.erals to
carry the Budget. The coming election would
make it impossible for the hereditary House to
ever reject another. He contrasted the prodigal-
ties of the Budget with the difficulties expe-
rienced in Protectionist countries, instanc-
ing Germany, which was compelled to raise the
Kaiser's salary owing to the increased cost of
living. "Our Budget found the money for the
Navy and for great social schemes which would
transform paupers into State pensioners, like
dukes, yet it had been thrown out as an unclean
thing because it dared to touch the 'Ark of the
Covenant—the land'."

THE GENERAL ELECTION.

LONDON, December 9th.

UNPROPOSED RETURNS.
Following is a further list of un-
proposed returns:

UNIONISTS. LIBERALS.

Fivesham. Durham, Mid.

Antrim, Mid. Denbighshire, W.

Wigtownshire. Ross & Cromarty.

LABOURITES.

Chester-le-street.

Monmouthshire, W.

NATIONALISTS.

Cork Co., N.E.

Rosecommon, N.

Sligo, S.

Galway Co., S.

Conemara.

Clare, W.

Kildare, N.

Galway Co., N.

Leix.

LATEST ELECTION RETURNS.

UNIONISTS. LIBERALS.

Chippenhams. Gainsborough.

Watford. Northants, Mid.

Horncastle. Radnorshire.

Epping. Northwick.

Eskdale. Norfolk, N.

Stratford-on-Avon. Frome.

East Grinstead. Pembroke and

Tonbridge. Haverfordwest.

Chorley. Northampton Bor.

Dorset, N. (2).

Staffordshire, W. Bridgeton (Glasg'w)

Kendal. Eiland.

Abingdon. Bedford.

Huntingdon. Pontefract.

Guildford. College (Glasgow).

Tiverton. Tradeston.

Hornsey. St. Rollox.

Glasgow, C. Stockton-on-Tees.

Derbyshire, W. Southampton (2).

Camelachie. Dundee.

(Glasgow.)

Belfast, S.

LABOURITES.

Blackfriars (Glasg'w)

West Houghton

Dundee.

REDMONDITES.

Dublin Harbour

St. Stephen's Green

Limerick City.

STATE OF

MACAO NOTES.

[FROM OUR CORRESPONDENT.]

GUNBOATS.

The Chinese river gunboats have departed. The British river gunboat *Sandpiper* has also left, but the *Robin* remains.

The Portuguese gunboat *Patricio* is leaving for Northern ports and will afterwards proceed to Manila, Timor and Singapore.

THE NEW STANDARD.

It is reported that on Sunday afternoon the new standard will be presented to the Garrison. The whole of the forces will be paraded at Tapsioe for the purpose. The standard has been sent out from Lisbon.

THE CONVENTS.

The Acting Governor appointed a committee consisting of Dr. Andrade, Sr. Menezes and Resanlin to superintend the affairs of the Italian Convent. Dr. Andrade has now been relieved and Sr. Eduardo Lourenco appointed in his place. It would occasion no regret among the sympathisers with the Convent Sisters to see the other two members of the committee replaced. Dr. Vidal visited the Convent on Thursday. There has been some talk of forming a society to carry on the work of the two convents, but it is apparently felt that it is impossible for such a society to exist for long, as the duties devolving upon the members would be too exacting for any lady not in a position to devote her whole time to the work. The project has therefore been abandoned for the present.

AN UNCOMMON UNVEILING.

The bust of Vasco da Gama has been unveiled; the wind has blown down the cloth which veiled it!

FRENCH SAILOR CHARGED WITH MURDER.

ACCUSED COMMITTED FOR TRIAL.

Paul Pottier, a young sailor on the French gunboat *Vigilante*, again appeared before Mr. J. B. Wood at the Magistrate yesterday afternoon on a charge of murdering a richa coolie at Quarry Bay. Two French officers were seated at either side of his Worship.

Constable A. Moody deposed that on the morning of the 6th instant he was on duty at Quarry Bay. About 1.30 a.m. he saw two richas outside the west gate of the Dockyard. There was one coolie outside, and one inside the gate. One of the coolies was talking to what he took to be a French sailor. Further along the road near the Sugar Refinery he met five richas carrying French sailors. Opposite the Refinery the coolies dropped the richas, and one of them remarked "Taikoo" in English. Two or three of the sailors got out, and one of them said in broken English, "No Taikoo." Witness directed the coolies to the Dockyard, four of the sailors got into richas, but he did not see the fifth sailor get in. The five richas then went towards the Dockyard.

John Kermel, carpenter on the *Vigilante*, said he was on watch on board from one till two o'clock on Monday morning. About 1.45 a.m. four men returned to the ship. The defendant was one of them, and he was drunk. Two of the other three were also drunk, but witness could not say whether the third man was drunk or not.

Cheng Chum, ward boy at the Government Civil Hospital, spoke to a richa coolie suffering from stab wounds being admitted to Hospital early on Monday morning. Witness addressed him, and identified the clothing deceased wore when admitted.

Leon Glig, first-class richa coolie, said his richa was engaged with four others early on the morning on the 5th instant. The four were French sailors, and they were uniform. The richas were engaged to go to Taikoo. When past Tsz-tsz-mai the sailors refused to give them money, struck them, and one of the coolies was stabbed. Witness did not see who stabbed him. Outside the Sugar Works they saw a European constable, who directed them to carry the sailors to the Docks. The stabbing occurred near the slope going up to the dock gates. Witness stopped with his richa at the first gate leading to the docks, and so did the deceased and the other coolies. The sailors refused to pay, and ran after them to strike them. He was not paid his fare, neither were any of the others. His richa was not broken, but he lost a box and between ten and twenty cents. The cushion of his vehicle was also thrown away.

Chan Chuen, another richa puller, gave similar evidence to that of the previous witness. Inspector A. Collett deposed that at 2.30 a.m. on the 5th instant the deceased coolie was taken to the Shaukiwan Police Station in his own richa by the last two witnesses and another man. Witness had him removed by ambulance to the Government Civil Hospital. On the 6th instant the defendant and six others were taken to the ward at the hospital in which the injured coolie was lying. Deceased identified the defendant as being one of the five men who had engaged richas at Ship Street.

This concluded the case for the prosecution. Accused, after being cautioned, said he had heard what his comrades had said, but he was quite drunk at the time and could not remember what happened. He could not understand how he could have done such a thing. He had not the slightest intention of harming the richa coolie, and threw himself upon the mercy of the Court. He was very, very sorry for what had happened.

His Worship committed the defendant for trial at the Criminal Sessions.

When thoughts are bent on Christmas gifts the Swan Fountain Pen should not be overlooked. It will be acceptable to people in all walks of life, but of course especially to those who do much writing. An advertisement in another page sets forth its value.

INTERESTING COMMERCIAL CASE AT SHANGHAI.

THE INTERNATIONAL BANKING CORPORATION v. JARDINE, MATHESON & CO. LTD.

On Monday last the H. M. Supreme Court at Shanghai, before Mr. Harland Sumner, Judge, the International Banking Corporation brought an action against Jardine, Matheson & Co. Ltd., to obtain the delivery of certain goods in the defendants' godown, or, in the alternative, payment of Th. 15,615.95, its value and damages for the detention of the goods. The case for the plaintiffs was that delivery orders issued by the defendants for these goods were duly transferred to the plaintiffs for valuable consideration, but defendants refused to deliver the said goods. Defendants in answer to the plaintiffs' claim pleaded: (a) That the "delivery orders" are not transferable; (b) That the goods were not negotiable; (c) That the delivery orders have not been transferred to the plaintiffs in respect of the goods mentioned in the said delivery orders; (d) By a verbal agreement made between the owner of the said goods one Ching Yue and the defendants on July 19, 1910, in consideration of an advance then made by the defendants to the said Ching Yue, the said Ching Yue pledged the said goods (together with other goods) to the defendants as security for the repayment of the said advance. The defendants on the 19th day of July had notice of the transfer alleged by the plaintiffs. We avail ourselves of the N. C. Daily News report.

Mr. Gregson stated that the facts of the matter were quite short. At the beginning of July, on the 8th and the 11th, advances were made by the plaintiff bank to Ching Yue, who was a prominent Chinese merchant, and security was deposited against these advances. On July 11 the two orders on which they were suing were deposited. The plaintiffs contended that these delivery orders, countersigned as they were, were statutory documents of title and were transferable and negotiable. Mr. Gregson then proceeded to read the correspondence that passed between the parties.

F. D. Whitteer was then called, and he stated that he was a sub-accountant in the International Bank. On July 11 he remembered that loans were made to Ching Yue. Security was given in the shape of piece goods and yarn. The two orders that had been put in as evidence were part of the security. At the request of the manager the witness forwarded them to Messrs. Jardine, Matheson & Co. On August 18 he wrote again. On August 10 he went round to Messrs. Jardine, Matheson's office and asked them to endorse the orders, but they said they could not.

Cross-examined by Mr. Jones—When the orders were placed with the bank an immediate advance was made. These two orders only formed part of the security. To the best of his knowledge witness said that he did not think the orders had been in Ching Yue's possession since. Ching Yue was a very large merchant and his collapse, and the collapse of the banks with which he was associated, had brought about a great crisis. When he went to Messrs. Jardine, Matheson's office, he told him that they could not endorse the orders until certain invoices which had been advanced to Ching Yue had been paid.

Charles W. Bewick stated that he was employed in the import department of Messrs. Jardine, Matheson & Co. At the time of the incidents related in this case, he was in charge of the department. He went round to the office of Messrs. Jardine, Matheson & Co. He saw the orders and expressed surprise to them that they were endorsed on the back. He also said he thought they would be honoured on presentation. He told his superiors what he had seen and they instructed him to telephone and say that they would not be honoured.

In reply to Mr. Jones the witness said that Ching Yue never disclosed the fact that he was financing his goods with a foreign bank. Mr. Jones, before calling any evidence, stated that this dispute was between two persons who had been dealing with Ching Yue. There was no question about it that by the action of this man they had both suffered a loss. Through his suppression of the fact that he was dealing with the International Bank and pledging the goods to them, he was able to get this advance from Jardine, Matheson & Co. The defendant's house was a very large one and they imported goods for sale with whom they did not make use of orders on foreign banks that other people did. With a view to having control over the balance of these persons and see that whatever happened was only done with their consent the words, which had been printed upon the top of their delivery forms, had been thought out. At the time that the defendants made the loan to Ching Yue the delivery order had been brought in the office by the latter with a request for the cargo, and he asked if they would put a chop on the back. The person in charge at the time put the chop on and filled in Ching Yue's name. This was how the two orders came to have the endorsement upon them, and so far as the firm was concerned they had no knowledge of their being pledged as security to any other firm.

Mr. Jones then proceeded to call his evidence. David Landis stated that he was in charge of the defendant company's business in Shanghai. They did a large business with piece goods dealers who were well known. He considered it part of his business to keep in touch with the financial position of these dealers. If they had known that Ching Yue was obtaining an advance from a foreign bank to clear the goods it would have altered the firm's position altogether. The loan that was advanced was actually paid and they now claimed these goods as security or part security. He told Ching Yue that all the goods lying in their godown that had been paid for would be held as security. Cross-examined, he stated that he heard it said at the time that the bank had advanced money against some piece goods belonging to Ching Yue. They had a meeting expressly to see how the goods it would deliver orders, but it was not possible to ask him to return them that day.

A. Piercy stated that he was in the employ of Messrs. Jardine, Matheson & Co., and that he knew Ching Yue. He recollected his coming with the two orders and asking for them to be chopped. He would make no difference and made the chop upon both of them. He asked Ching Yue why he wanted it done, and he replied, "It is all right."

In reply to his Lordship, the witness said that he would not have put the chop on for a stranger. Counsel for the plaintiff and the defendant then proceeded to argue the point of law involved. Addressing the Court, Mr. Gregson said that if these goods were not transferable it was that they were countersigned, as soon as it was countersigned they must be transferable. He maintained that they were countersigned. The property in the goods had passed to the plaintiffs, and they were entitled to recover.

Mr. Jones, after referring to the correspondence, said that by filing and asking the defendants to endorse the orders the plaintiffs considered that it was necessary that something further should be done by the defendants in order to give them control of the goods.

His Lordship—The practice here is so different to that in English cases that it is rather difficult to apply English cases. The practice at home in regard to delivery orders is that business is supposed to be carried upon the principle of treating those with whom they are dealing, which, with so very narrow a scope to these delivery orders, seems to be the other way.

After the adjournment, Mr. Jones cited a number of authorities on the question of delivery orders, and contended that on these, coupled with the evidence he had called, the document in question did not give the plaintiffs the right to claim the goods.

Mr. Gregson replied at length and he also cited a number of cases which, he argued, materially helped him, and in conclusion he drew his Lordship's attention to the fact that the plaintiffs were the first in the field, and an advance was obtained from them before any question of obtaining an advance from the defendants arose.

His Lordship reserved judgment.

TELEGRAPHIC NEWS.

[FROM SOUTHERN PAPERS.]

ARMY TRAFFIC FROM JAPAN.

London, November 19th. The Times, referring to the impending shipment of arms, valued at \$100,000, from Japan to Jibuti, points out that Jibuti has long been the favored spot in the arms traffic. Rifles have been sent from there to the Persian Gulf, landed on the unfrequented coast of Persian Baluchistan and sent thence by caravans to Afghanistan and North-Western India. The Times adds: "It would be, therefore, interesting to know if sellers in Japan have taken the trouble to find out what will be done with the consignments on arrival at Jibuti."

PRINCE HENRY OF PRUSSIA AS AN AVIATOR. London, November 19th. Prince Henry of Prussia has qualified for an aviator's certificate.

AUSTRALIA AND MILITARY TRAINING.

London, November 20th. Mr. Fisher, the Australian Premier, speaking at the South African Labour party banquet at Johannesburg, said that history would show whether Australia, adjacent to the gates of a great Asiatic Empire, had done wrong in insisting on the training of every youth to arms. He believed that Australians were prepared to pay for their army, even if it cost them millions.

LORD CREWE'S NEW RECORD.

London, November 20th. Lord Crewe, speaking at Liverpool, said his recent transference to the India Office was not sought by him, but he accepted it with pride, because he did not think anyone before had held the Colonial and India Offices in succession.

THE CRIPPLEN MURDER CASE.

London, November 20th. Crippen, in a three-column statement in a Sunday paper, protests that he has been wrongfully convicted. If he had had unlimited funds like the Crown, the result would have been different. He knew nothing of the remains at Hilldrop Crescent till he arrived at Bow Street. He adds that he is not afraid to die, but his failure of his appeal has broken his heart because of his love for Miss Le Neve.

London, November 21st. Crippen's petition has been refused, and he will be executed on Wednesday.

Crippen was executed this morning. He received the priest ministrations quietly, and thereafter was in a state of collapse. The authorities announce that he made no confession.

TOLSTOI'S LAST WORDS.

London, November 21st. The Russian Duma has adjourned as a mark of respect to Count Tolstoy's memory. The little seaside station where Count Tolstoy died has already become a place of pilgrimage for devotees, who include many peasants. Count Tolstoy died unconvinced to the Church. His wife and daughter were at the bedside. His last words were: "There are millions suffering in the world. Why are there so many of you round me?"

THE CHARGING CROSS BANK COLLAPSE.

London, November 21st. A meeting of a thousand depositors of the Charging Cross Bank was held to-day. The Official Receiver made a lengthy statement. The liabilities are expected to reach three millions and the assets are estimated at £280,000. The public examination will be held on January 26th.

BRITISH POSTAL REFORMS.

London, November 21st. In the House of Commons, Mr. Samuel announced a series of minor postal reforms which are impending. They include a reduction in telephone rates between London and Paris from 8s. 4d. to 4s.

INTER-DOMINION CRICKET.

London, November 22nd. In the match between South Africa and New South Wales, the former scored 300 in the first innings and 193 in the second. The latter scored 287 runs in the first innings, and in the second innings made 212 runs, winning by three wickets.

"BRAIN OF TERROR" IN SOUTH WALES.

London, November 22nd. There is a reign of terror in the Rhondda Valley. The strikers, yesterday, stoned a night bus and held up and scolded trains for blacklegs and assaulted strangers. An attempt to storm the station at Tonypandy, yesterday evening, led to two hours' fighting. The Infantry were called out, but the police succeeded in suppressing the disorders. Six policemen were wounded.

COTTON GROWING IN INDIA.

London, November 22nd. Lord Crewe received the Committee at the India Office. Mr. Macara believed they would get the speediest relief for the scarcity of cotton from India.

Herr Langen, of Germany, said that the extension and improvement of cotton-growing in India was of the highest importance. Germany was the greatest consumer of Indian cotton, after India and Japan.

Lord Crewe said he had not yet received the full views of the Government of India on the subject, but when they arrived, they would receive most careful consideration. He would be glad, if possible, to meet the Committee in any way on this question.

STANDING OF THE "BEDFORD."

THE JUDGMENT OF THE COURT-MARTIAL.

The case for the defence was continued on the 16th ult. and several officers who had given evidence for the prosecution were called on behalf of Captain Fitzherbert.

Lieutenant Morgan Tindal, navigating officer of the *Monmouth*, which was with the *Bedford* on the power trials, said that the wind and weather during the run were what would ordinarily be expected according to sailing directions in those seas. He did not think that in ordinary circumstances the current could be of any strength. The records pointed to the currents travelling on the 21st of August as being somewhat persistent.

Captain Johnson—You were asked yesterday whether in certain circumstances you would consider that the *Bedford* had been overlogged, and you replied "Yes"—When? I do not remember that. I answered in an abstract sense, but I cannot remember that I mentioned anything about the *Bedford*.

CURRENTS AND THE SAILING DIRECTIONS. If the position of the *Bedford* at 4.50 a.m. on the morning of the catastrophe was due to overlogging, it did not follow that you had overlogged to an even greater extent, though you were making one knot a knot?—Yes, to the extent of 3½ miles.

But do you think it likely that you had overlogged?—No, I do not.

Captain Booty—Did you thoroughly understand the proposition that was put to you by the prisoner, because I am afraid I do not? Witness said he believed he knew what the question meant.

Captain Power, in command of the *Monmouth*, examined by Captain Johnson, also stated that the wind and weather experienced on the 20th and 21st of August were what would have been expected from the sailing regulations. He agreed with Lieutenant Tindal in thinking that it was not possible in the circumstances that the currents could have been of any great strength.

Captain Booty, seemed to have formed the more correct estimate of her speed through the water, judged by the actual position on the morning of the 21st of August—I should think the *Bedford*, though there is not a very great difference. What I understood you to be referring to is that I was allowing one knot and the *Bedford* half a knot.

Captain Booty—What current did you anticipate?—I did not anticipate any current according to the sailing directions in the China Sea.

Was there not a possibility of a north-north-west set, seeing that the wind was south-south-east?—There is a possibility of such a set, but the sailing directions are contradicted by the current charts published for that part of the world.

Should not such a possibility be allowed for, as not to do so must bring the ship much nearer the point of collision?—I think it certainly must be allowed for, having regard to the distances you intend to pass off the various points.

Supposing a set of 33 miles in 24 hours had been experienced, should such a set be described as abnormal or very exceptional?—Yes, very exceptional.

Do not the sailing directions say that the rate may be as much as 3½ miles a day?—Yes. Is it 33 miles a day?—I think it should run to 33 miles—I am going not only on the sailing directions, but on other publications on the subject.

Further questioned, witness said he made one knot allowance on the revolutions of the engines of the *Monmouth*, half on account of the condition of the ship's bottom and half for the effect of wind and sea.

If you had deducted only half a knot, would you have expected that the ship would have been overlogged?—Yes, I think I should.

In reply to the Court, the witness said he had given orders to be called if there were changes in wind or weather. At ten minutes to five on the morning of the occurrence he was informed that the course had been altered, and he went to the bridge to make sure about conditions of safety. Ross Island was a suitable place to make for position on such a night as the 20th of August. He expected to make it, and thought it perfectly safe. "The difference between the different publications on the subject justify one in not making allowance for any special tide. I got a signal from the *Kent*, and that the fact that the speed of the ship had not been maintained caused me to alter my course. I knew that the *Kent* was logging at a slightly lower speed than I was, but I cannot say whether I thought that she had experienced a northerly set. I think the ordinary sailing regulations of the engines gave the best indications of the ship's speed."

Engineer Lieutenant Walter Heppel, of the *Bedford*, said he came to the conclusion that 120 revolutions were required to be maintained throughout the night in order to get a three-knot power. That was done on this occasion.

Evidence was given as to the propellers being in good condition at the time of the trials. Captain John Arliss, who was on board on the trials of the *Bedford* in Devonport Dockyard, told the Court his experience of currents in the China Sea. He said he had met with unexpected and strong currents in the neighbourhood of Ross Island. Questioned by the Court, he said there was no record of these currents in the log or in his remark book.

Have you seen anything in the sailing directions to corroborate these?—No, there is nothing at all that I can remember.

Were these currents quite unexpected?—Yes, we certainly did not expect them.

Captain Fitzherbert said he had no further evidence to call, but he desired to draw the attention of the Court to an edition of the China Sea Regulations for 1894 (not now in use) in which it was stated: "A strong north sea current sometimes sets past the south side of Ross Island." His Majesty's ship *Doris* in May, 1881, during a calm between ship and east was set 30 miles in 24 hours.

This brought the defence to a conclusion.

DECISION AND JUDGMENT. The court-room was then cleared, and the Court consulted in private. In half an hour the parties were readmitted, when the President said:

The Court finds that the charge against the prisoner is proved, in that he did by negligence suffer the ship *Bedford* to be stranded.

The Deputy Judge-Advocate thereupon read the following entry in the returns of Naval Court-Martial: "Captain Edward S. Fitzherbert, his Majesty's ship *Canopus*, Home Fleet, Captain H. A. Warren, his Majesty's ship *Bedford*, charged, negligently or by default, having his Majesty's ships *Bedford* and *Canopus*. Sentence.—The charge against Captain Warren not proved. The charge against Captain Fitzherbert partly proved, inasmuch as he was guilty of an error of judgment in not steering the course ordered after the *Canopus* was made guide to the Fleet. Captain Warren acquitted. Captain Fitzherbert judged to be reprimanded and admonished to be more careful in future. The Lords Commissioners of the Admiralty were pleased to approve of the sentence awarded Captain Fitzherbert being quashed, on the ground that that officer suffered injustice in view of his trial with Captain Warren on the joint charge, and in consequence of the ruling of the Court that the examination of one officer and his witnesses by the other officer could not be allowed, as he was thereby deprived of the full opportunity of developing his defence to which he was entitled." The court-room was again cleared in order that the Court might consider its sentence. In about half an hour Captain Fitzherbert and the witnesses were summoned and the judgment was announced. The members of the court all stood, wearing their cocked hats, and the President said:

The Court, having found that the charge against the prisoner is proved, in that he did by negligence suffer the said ship *Bedford* to be stranded, judges him to be dismissed from his Majesty's ship *Pembroke*, upon which he is at present serving, and to be severely reprimanded.

TRIAL OF THE NAVIGATING OFFICERS.

An hour later the Court re-assembled for the trial of Lieutenant Albert Edward Dixie, the navigating officer of the *Bedford*, who was called on to answer the charge of negligent navigation. The accusations against him were practically the same as those preferred against Captain Fitzherbert—that the ship was overlogged, that the dead-reckoning was in error, that no proper allowance had been made for tides, and that he was deficient in his duty regarding the look-out. Lieutenant H. A. Lo P. Hurt acted as "Prisoner's Friend," and the prosecution was conducted by Captain Booty.

The chief witness was Captain Fitzherbert, called by the prosecution, and in reply to Captain Booty he said that in view of the experience gained on the ship's previous trial in May, and also on running on the fixed lines during gunnery practice, he considered that the half-knot deduction on the revolution was amply sufficient for head wind, sea, and state of bottom. He regarded the patent log as unreliable for the taking of speed.

Am I correct in understanding that no allowance was made for currents?—Quite.

An examination was then made of the navigation charts in the China Sea, and on looking at some of the marks Captain Fitzherbert said that they looked like markers. He added that he did not expect the prisoner to be on deck before every course was taken. At 2 a.m. witness thought that the ship would have been thirty miles from the land, and he did not think it necessary for the navigation officer to be there at that time. If the system of him being there at every alteration of course had been followed the navigation officer could not have left the deck throughout the run.

Captain Booty—Should he not have been on deck until the ship's position was clearly ascertained and secure? Had the ship's position been in any way so ascertained and secured?—There was no possibility of securing the position when no stars were visible.

It was an overcast night, and thirty miles from land. If he could not secure it, should he not therefore be on deck?—When a ship is 20 miles from land steering a course which does not approach the land, and with 20 miles a ship's position seems as secure as possible.

Have not after events proved that the ship's position was not secure?—The after events occurred on a later course during which the navigating officer was on deck.

If he had been on deck sooner could he not have obtained a sight?—From information supplied to me it is very doubtful if a sight could have been obtained, and if obtained, whether it would have been of any value.

At any rate might he not have been on deck to try and obtain a sight?—There was nothing to prevent that. Soundings were considered useless, and were not attempted.

In reply to Lieutenant Lo Hurt, Captain Fitzherbert said that no consideration was given in the May trial off the coast of Japan for steering against this current.

The witness was under examination for two and a half hours.

Lieutenant Francis Paul Orlando Bridgeman and Lieutenant Andrew Johnstone, who took the first and middle watches respectively on the night of the accident, also gave evidence. The latter said that he was quite satisfied with the safety of the course laid down. He believed that sights might have been taken during his watch by an expert navigator, but he could not take them himself. The prisoner was not on the bridge between midnight and 3.30 that morning.

The Court adjourned until next day.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated December 9th state:—Our market for most local stocks has ruled fairly steady during the past week, with improvements in some instances, but there is again but little business of importance to report upon. Rubbers have been a dull market and close on the weak side, though with no material alteration in rates. Fine Hard Para Rubber closes in London at 6½ per lb., and the tone of the London Share Market "quiet." Bar Silver is quoted to-day at 25d. per oz. "firm," and T.T. on London at 1/9½. The Bank of England rate remains at 4½ per cent, and the open market rate at 3½ per cent. Shanghai T.T. closes at 7½, and the Bank's buying rate for 3d/s bills at 74.

BANKS.—Hongkong and Shanghai have improved to 8900, with small sales at that rate, and at 8990 to 8995. London is unchanged at 286. Nationals are still required for at 830.

MARINE INSURANCE.—Unions have been done at 8225 and 827½, and close with buyers at the higher rate. North China after sales up to 125 have been received, and are now procurable at 123. Cansons can be placed in small lots at 1185.

FIRE INSURANCE.—Hongkong have been fixed at the improved rate of 3560, and more shares are wanted. China has not been dealt in, but close steady at 1116.

SHIPPING.—Hongkong, Canton and Macao, under speculative influences, have declined to 330, at which rate there are sellers. Indo-China are easier with a lift at 557 for the preferred of Quelpert. A strong north side sea current sometimes sets past the south side of Ross Island. His Majesty's ship *Doris* in May, 1881, during a calm between ship and east was set 30 miles in 24 hours.

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STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, December 1.

Far value each share. 21. Calls paid up are:-	Malayan Companies.	Singapore & Co's Prices, Nov. 2	Dividends	Far value each share 21. Calls paid up are:-	Malayan Companies.	Singapore & Co's Prices, Nov. 2	Dividends
15/ paid	Alor-Pongsu	1.50	50%	2/ fy. paid	Malacca Ordinary	7.00	.....
2/ fy. "	Anglo-Malay	1.50	50%	2/ fy. "	Merton Syndicate	6/5	.....
17/0 "	Bakap	16.10.00	70%	2/ fy. "	Mount Austin .....	.....	.....
2/ fy. "	Bantong .....	.....	.....	2/ fy. "	North Hummock .....	.....	.....
2/ fy. "	Batu Caves .....	.....	.....	2/ fy. "	Padang Jawa	5/6	.....
2/ fy. "	Batu Kawan .....	.....	.....	2/ fy. "	Pandan Johore .....	.....	.....
2/ fy. "	Batu Tiga	5.00	10%	2/ fy. "	Pataling	3.0.9	125% 10
2/ 1/ "	Berembang Selangor .....	.....	.....	2/ fy. "	Perak	9/-	125% 10
2/ 1/ "	Berembang Temuk .....	.....	.....	2/ fy. "	Pemio Est. ....	.....	10% 09
2/ 1/ "	Do. Ordinary .....	.....	.....	2/ 12/8 "	Pryo .....	.....	.....
2/ 12/6 "	Bidor .....	.....	.....	2/ 12/8 "	Ratanui	2.0.0	.....
2/ 12/6 "	Blands Selangor	2.16.0	.....	2/ 12/8 "	Rimbua .....	.....	.....
2/ 15/ "	Bukit Cloti	20/- pm	.....	2/ 15/ "	R. Est. of Krian	11.15.0	.....
2/ 15/ "	Bukit Kajang	4/1	.....	2/ 15/ "	R. of Johore	7.10.0	15% 10
2/ 15/ "	Bukit Mertajam	10.0.0	25% 10	2/ 15/ "	Sagga	3.1.0	150% 10
2/ 15/ "	Bukit Rajah .....	.....	.....	2/ 15/ "	Seaford .....	.....	.....
2/ 15/ "	Bukit Selangor	6.5.0	.....	2/ 15/ "	Selangor .....	.....	.....
2/ 15/ "	Castledale .....	.....	.....	2/ 15/ "	Seletar Rubber .....	.....	.....
2/ 15/ "	Changkat Salak R. and Tin .....	.....	.....	2/ 15/ "	Sempah	2.5.0 pm	.....
2/ 15/ "	Cheremasse	4/4	.....	2/ 15/ "	Seremban	5.10.0	15% 10
2/ 15/ "	Chiochi .....	.....	.....	2/ 15/ "	Seremban	3.15.0	10% 10
2/ 15/ "	Chiochi Rubber	2.3.0	80% 10	2/ 15/ "	Signiting (N. S.)	2.16.8	.....
2/ 15/ "	Cicely	2.3.0	51% 10	2/ 15/ "	Singapore Para	7/6	17% 09
2/ 15/ "	Coccol Malay	1.6.0	10% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Damansara	7.12.0	35% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Dennistown .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Enbb. Selangor	13/6	15% 10	2/ 15/ "	Singapore Para	5.2.6	20% 10
2/ 15/ "	Fed. Selangor .....	.....	30% 10	2/ 15/ "	Singapore Para	10/3	20% 10
2/ 15/ "	Gha. Kee R. Est. ....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Garing (Malacca)	5.10.0	25% 10	2/ 15/ "	Singapore Para	4.5.0	.....
2/ 15/ "	Goldend	6.1.7.8	30% 10	2/ 15/ "	Singapore Para	5.5.0	12% 10
2/ 15/ "	Golden Hope .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Gala-Kalumpang	5.5.0	20% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	H. and Lowlands	14.0.0	100% 09	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Inch Kenneth .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Johore R. Land .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Jong-Landor .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Jugra (Ordinary) .....	.....	40% 09	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Jura Estates .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kpong Kuantan	6/-	15% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kamunting "A" .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Do. "B" .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kapap Para	9.10.0	20% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kellias .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kepong .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Killinghill .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kinta Kellias .....	.....	33% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Klanang .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Klian-Kellias .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kota Tinggi	2.6	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Khota Tampian .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Krubong .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kuala Klang	8.10.0	75% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kuala Lumpur .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kuala Pah	16/6	30% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Kuala Selangor	5.10.0	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Lahu	4.7.6 pm	27% 09	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Lamudron	4.0.0	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Lendu .....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Linggi	9.0.0	100% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	London Asiatic	13/3	10% 10	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Lumut Est.	20/- pm	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Madingley Est. ....	.....	.....	2/ 15/ "	Singapore Para .....	.....	.....
2/ 15/ "	Malacca 7 1/2 Cum. Partici- pating Pref	7.0.0	10 100 2/ fy.	2/ 15/ "	Singapore Para .....	.....	.....

SHIPPING IN PORT.

STEAMERS.

ANAPA, British str., 2,251, J. H. Park, 7th Dec.-Mojil 1st Dec., Coal-Samuel Samuels.	CHANGHUA, British str., 2,269, E. Finlayson, 4th Dec.-Melbourne 30th Oct., General-Thomson & Co.	CHARLOTTE, British str., 2,592, John S. Cavo, 29th Nov.-Barry, England, 12th October, Coal-Dodwell & Co.	DAORY, Norwegian str., 882, P. Solvresen, 5th Dec.-Hongkong 1st Dec., Coal-Angard, Thomson & Co.	DAILY MARY, Jap. str., 899, Y. Yamamoto, 8th Dec.-Tamsui via Amoy and Swatow 5th Dec., General-Osaka Shosen Kaisha.	EMPEROR OF JAPAN, British str., 3,039, H. Pybus, R.N.E., 2nd Dec.-Yanchover 11th Nov., Mails and General-Canadian Pacific Railway Co.	ESANG, British str., 1,103, Warrick, 3rd Dec.-Newchwang and Dally 27th Nov., Beans-Sardin Matheson & Co.	FAUWANG, British str., 1,410, H. S. Mathin, 6th Dec.-Java and Saigon 2nd Dec., Sugar-Jardine Matheson & Co.	HAITANG, British str., 1,362, A. E. Hodgins, 4th Dec.-Dumaguete via Swatow 3rd Dec., General-Douglas, Lapinik & Co.	HANGCHOW, British str., 999, W. D. Bryner, 25th Nov.-Newchwang and Chafu 19th Nov., General-Batfield & Swire.	HANGKOW, British str., 1,386, Spencer, 5th Dec.-Shanghai 2nd and Swatow 5th Dec., General-Jardine Matheson & Co.	HANOT, French str., 630, J. Pannier, 4th Dec.-Haiphong 29th Nov., Rice and General-A. R. Marty.	HANYANG, British str., 1,201, G. J. Sprink, 8th Dec.-Wakamatsu 2nd Dec., General-Batfield & Swire.	HOTHOW, British str., 696, Speed, 6th Dec.-Shanghai 2nd Dec., General-Batfield & Swire.	HONGKONG MARU, Japanese str., 3,447, H. Hinokuma, 7th Dec.-Coronel and South America 24th Sept., Coal and M'dise-Toyo Kisen Kaisha.	INVERCITY, British str., 1,234, Alexander, 5th Dec.-New York 13th Oct., Oil-Standard Oil Co.	KAGOSHIMA MARU, Japanese str., 1,234, Minakawa, 2nd Dec.-Mororan 23rd Nov., Coal-Alaska & Co.	KUMOHOW, British str., 1,496, Martin, 3rd Dec.-Samarang via ports 26th Nov., General-Nam Fat.	KWANGSUNG, Chinese str., 1,468, Lincoln, 2nd Dec.-Shanghai 29th November, General-C. M. S. N. Co.	LIYAN, British str., 1,532, Williams, 7th Dec.-Shanghai 4th Dec., General-Butterfield & Swire.	LOCKSW, German str., 1,020, W. Taubert, 2nd Dec.-Bangkok 25th November, Rice and M'dise-Batfield & Swire.	LOOKKONG, German str., 1,245, Andersen, 5th Dec.-Saigon 30th November, General-Hamburg-America Linie.	LOONGKONG, British str., 1,093, F. Wheeler, 6th Dec.-Manila 3rd Dec., General-Jardine Matheson & Co.	MACHOW, German str., 696, C. Wolf, 9th Nov.-Bangkok and Swatow 8th Nov., Rice and M'dise-Batfield & Swire.	MARYOW, Chinese str., 1,392, T. Froberg, 6th Dec.-Shanghai 4th Dec., General-C. M. S. N. Co.	ORISANG, British str., 1,737, E. J. Butler, 26th Nov.-Chauwangtai 19th Nov., Coal-Jardine Matheson & Co.	PANAMA MARU, Japanese str., 6,500, K. Mato, 1st Dec.-Shanghai 28th Nov., Flour and M'dise-Osaka Shosen Kaisha.	PROTEUS, Norwegian str., 1,024, H. E. Lanson, 23rd Nov.-Walla 16th and Olinking 19th Nov., Rice-E. J. Butler.	REDBILL, British str., 2,504, H. E. Dwell, 8th Dec.-Mojil 2nd December, General-Dodwell & Co.	RYOJUN MARU, Japanese str., 2,979, Y. Yamaguchi, 3rd Dec.-Mojil 28th Nov., Coal-Mitsui Bussan Kaisha.	St. Albans, British str., 4,118, F. W. Hood, R.N.E., 8th Dec.-Kobe 3rd Dec., General-Gibb, Livingston & Co.	SZECHOW, British str., 1,142, Sidford, 1st Dec.-Tientsin 24th November, General and Nuts-China Navigation Co.	TAMING, British str., 1,350, G. H. Pennefather, 26th Nov.-Manila 25th Nov., General-Butterfield & Swire.	TELEVA, British str., 2,768, Stratton, 27th Nov.-Balk Pappa 19th Nov., Kerensie Oil-Asiatic Petroleum & Co.	TENYO MARU, Japanese str., 7,265, E. Bent, 24th Nov.-San Francisco 1st November, General-Toyo Kisen Kaisha.	ULV, Norwegian str., 882, J. Pedersen, 2nd Dec.-Dally 24th Nov., Beans-Angard, Thomson & Co.	WASHINGTON, German str., 2,659, C. Stege, 8th Nov.-New York 3rd Sept., Petroleum in bulk-Standard Oil Co.	WYRU, British str., 1,227, J. Meathel, 27th Nov.-Chefoo 22nd November, General-Butterfield & Swire.
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SAILING VESSEL.

JUTEPOLIS, British 4-masted barque, 2,532, F. Down, 16th Nov.-New York 16th June, Coal-Standard Oil Co.

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Subscribed Capital .. 3,275,000
Paid-up Capital .. 1,212,500 0 0
II. Fire Funds .. 3,488,136 6 7
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COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

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Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 12th instant at Noon will be subject to rent and landing charges.

All Claims must be sent in to me or before the 13th December, or they will not be recognized. All damaged packages will be examined on the 12th December at 3 p.m.
No Fire Insurance has been effected.
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All Claims for Damage or Shortage must be presented to the Undersigned within one month of the date of arrival of the Steamer, or they will not be entertained.

DODWELL & Co., Ltd.,
Agents.
Hongkong, 8th December, 1910. [3]

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
NOTICE TO CONSIGNEES.
S.S. "HONGKONG MARU."

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once to the Kowloon Wharf Co.'s Godown at Consignees' risk and expense.

Cargo remaining on board after the 10th inst., at 10 a.m., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered Tuesday, the 13th inst., at Noon, will be subject to rent.

All chafed and damaged Cargo to be left on board and examination of same to be arranged.
K. MATSUDA,
Manager.
Hongkong, 8th December, 1910. [1368]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA, OCHI, MURATA, HOJO, KANADA, NAMAZU, SAKO, SHINNEW AND KAMAYAMADA.

Collieries.

SOLE AGENTS FOR KISHIDAKE Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KATATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Jodas, AI, ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRADING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to

H. OISHI,

Manager,

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909. [1574]

AVERAGE MARKET PRICES.

December 8th, 1910.

The Prices are given in Dollars and Cents.	December 8th, 1910.
ANAPA, British str., 2,251, J. H. Park, 7th Dec.-Mojil 1st Dec., Coal-Samuel Samuels.	20
CHANGHUA, British str., 2,269, E. Finlayson, 4th Dec.-Melbourne 30th Oct., General-Thomson & Co.	23
CHARLOTTE, British str., 2,592, John S. Cavo, 29th Nov.-Barry, England, 12th October, Coal-Dodwell & Co.	23
DAORY, Norwegian str., 882, P. Solvresen, 5th Dec.-Hongkong 1st Dec., Coal-Angard, Thomson & Co.	23
DAILY MARY, Jap. str., 899, Y. Yamamoto, 8th Dec.-Tamsui via Amoy and Swatow 5th Dec., General-Osaka Shosen Kaisha.	23
EMPEROR OF JAPAN, British str., 3,039, H. Pybus, R.N.E., 2nd Dec.-Yanchover 11th Nov., Mails and General-Canadian Pacific Railway Co.	23
ESANG, British str., 1,103, Warrick, 3rd Dec.-Newchwang and Dally 27th Nov., Beans-Sardin Matheson & Co.	23
FAUWANG, British str., 1,410, H. S. Mathin, 6th Dec.-Java and Saigon 2nd Dec., Sugar-Jardine Matheson & Co.	23
HAITANG, British str., 1,362, A. E. Hodgins, 4th Dec.-Dumaguete via Swatow 3rd Dec., General-Douglas, Lapinik & Co.	23
HANGCHOW, British str., 999, W. D. Bryner, 25th Nov.-Newchwang and Chafu 19th Nov., General-Batfield & Swire.	23
HANGKOW, British str., 1,386, Spencer, 5th Dec.-Shanghai 2nd and Swatow 5th Dec., General-Jardine Matheson & Co.	23
HANOT, French str., 630, J. Pannier, 4th Dec.-Haiphong 29th Nov., Rice and General-A. R. Marty.	23
HANYANG, British str., 1,201, G. J. Sprink, 8th Dec.-Wakamatsu 2nd Dec., General-Batfield & Swire.	23
HOTHOW, British str., 696, Speed, 6th Dec.-Shanghai 2nd Dec., General-Batfield & Swire.	23
HONGKONG MARU, Japanese str., 3,447, H. Hinokuma, 7th Dec.-Coronel and South America 24th Sept., Coal and M'dise-Toyo Kisen Kaisha.	23
INVERCITY, British str., 1,234, Alexander, 5th Dec.-New York 13th Oct., Oil-Standard Oil Co.	23
KAGOSHIMA MARU, Japanese str., 1,234, Minakawa, 2nd Dec.-Mororan 23rd Nov., Coal-Alaska & Co.	23
KUMOHOW, British str., 1,496, Martin, 3rd Dec.-Samarang via ports 26th Nov., General-Nam Fat.	23
KWANGSUNG, Chinese str., 1,468, Lincoln, 2nd Dec.-Shanghai 29th November, General-C. M. S. N. Co.	23
LIYAN, British str., 1,532, Williams, 7th Dec.-Shanghai 4th Dec., General-Butterfield & Swire.	23
LOCKSW, German str., 1,020, W. Taubert, 2nd Dec.-Bangkok 25th November, Rice and M'dise-Batfield & Swire.	23
LOOKKONG, German str., 1,245, Andersen, 5th Dec.-Saigon 30th November, General-Hamburg-America Linie.	23
LOONGKONG, British	

SHIPPING.

ARRIVALS.

ASSAYE, British str., 4,358, Owen Jones, B.N.E., 9th Dec.—Shanghai 6th Dec., Mails and 7 General—P. & O. S. N. Co.
 BANGOR, British str., 2,500, Henderson, 9th Dec.—Singapore 2nd Dec., General—Gibb, Livingston & Co.
 DAGNY, Norwegian str., 9th Dec.—Canton.
 EASTERN, British str., 2,875, McArthur, 8th Dec.—Manila 6th Dec., General—Gibb, Livingston & Co.
 FUKURA MARU, Japanese str., 1,939, Kumawaki, 8th Dec.—Mojoi 3rd Dec., General—Mitsui Bussan Kaisha.
 HIMALAYA, British str., 3,700, E. Spiess, B.N.E., 9th Dec.—Bombay 23rd Nov., Mails and General—P. & O. S. N. Co.
 IONIA, Italian str., 2,480, G. Belsito, 9th Dec.—Bombay 16th Nov., General—Carlowitz & Co.
 KOREA, American str., 5,651, J. W. Saunders, 9th Dec.—San Francisco and ports 8th Dec., Mails and General—P. M. S. S. Co.
 SAMSON, German str., 1,234, Petersen, 9th Dec.—Hankow 3rd Dec., 8th Dec., Rice and Teakwood—Butterfield & Swire.
 SINGAPORE, British str., 1,047, R. Jamieson, 8th Dec.—Haiphong 6th Dec., General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

9th December.
 Assaye, British str., for Europe, &c.
 Eastern, British str., for Shanghai.
 Hanoi, French str., for Pakhoi.
 Himalaya, British str., for Shanghai.
 Inverclyde, British str., for Canton.
 Loongyang, British str., for Manila.
 Liong Maru, Japanese str., for Karatsu.
 St. Albans, British str., for Australia.
 Tenyo Maru, Japanese str., for San Francisco.

DEPARTURES.

9th December.
 ATGUTA MARU, Japanese str., for Shanghai.
 HAICHING, British str., for Swatow.
 HANYANG, British str., for Canton.
 KAGOSHIMA MARU, Japanese str., for Moji.
 KWANGLOO, Chinese str., for Shanghai.
 MACAO, British str., for Nagasaki.
 SIXTA, German str., for Haiphong.
 TINGSHANG, British str., for Shanghai.
 WESTPHALIA, German str., for Singapore.

VESSELS EXPECTED.

THE INDIAN MAIL.
 The Apsara str. Lighting from Calcutta left Singapore on the 5th inst., and may be expected here to-morrow.
 The Indo-China str. Kulsang from Calcutta and the Straits left Singapore for this port on the 6th inst.
 The Indo-China str. Lamsang left Calcutta for the Straits and Hongkong on the 1st inst., and is due here about the 17th inst.

THE GERMAN MAIL.
 The I.G.M. str. Goeben, carrying the German Mails with dates from Berlin of the 16th ult., left Colombo on the 4th inst. a.m., and may be expected here on or about the 15th inst.

THE CANADIAN MAIL.
 The C.R.M. str. Empress of China left Vancouver on the 1st inst. p.m. for Hongkong via usual ports of call.

THE AUSTRALIAN MAIL.
 The E. & A. str. Aldenham left Sydney on the 3rd inst. for this port, via Queensland Ports and Manila.

THE AMERICAN MAIL.
 The P. M. S. S. Co. str. Sberia sailed from San Francisco on the 29th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 30th inst.

The P. M. S. S. Co. str. China sailed from San Francisco on the 6th inst. on route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, being due to arrive at this port on the 30th inst.

THE SHIRE LINE str. Pembrokehire from London, left Singapore for Hongkong on the 4th inst. afternoon, and may be expected to arrive here to-morrow.

The North German Lloyd str. Borneo left Sandakan on the 6th inst. p.m., and may be expected here to-morrow p.m.

The Danish str. Siem left Sabang on the 1st inst., and may be expected here on or about 13th inst.

The American Asiatic S.S. Co. str. Indrago left Singapore on the 7th inst., and is due here on or about the 13th inst. p.m.

The H. A. Line str. Scandia left Singapore on the 7th inst. at noon, and may be expected here on or about the 14th inst.

The O.S.K. str. Seattle Maru from Tacoma, arrived at Yokohama on the 1st inst., and is expected to arrive here on or about the 18th inst., via Manila.

The T.K.K. str. Nippon Maru sails from Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 20th inst.

The O.S.K. str. Meizuo Maru left Tacoma for this port on the 25th ultimo, and is expected to arrive here on or about the 29th inst., via Japan and Shanghai.

The American & Manchurian Line's str. Kioto left New York on the 10th ult., and is due here on or about the 1st prox.

The str. Glenloch left London on the 5th ult., and is due here on or about the 3rd prox.

Gutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
 Gutler, Palmer & Co., London
 AGENTS
 SIEMSEN & CO.,
 HONGKONG.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. via USUAL PORTS OF CALL	ASSAYE...	Brit. str.	1st str.	Owen Jones, B.N.N.	P. & O. S. N. Co.,	To-day, at Noon
LONDON, ROTTERDAM & ANTWERP...	BRECONSHIRE...	Brit. str.	1st str.	Tomlinson	JARDINE, MATHESON & Co., LD.	About 14th inst.
LONDON & ANTWERP via SINGAPORE, &c.	SOMALI...	Brit. str.	1st str.	A. G. Cubitt, B.N.E.	P. & O. S. N. Co.	About 28th inst.
COPENHAGEN & BALTIC PORTS	PEKING...	Swed. str.	1st str.	Jagar	OLAF WIT & Co., LTD.	On 15th inst.
ROTTERDAM, ANTWERP & HAMBURG, &c.	SIAM...	Swed. str.	1st str.	Ernst	MELCHERS & Co.	About middle of Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BULGARIA...	Ger. str.	k. w.	Girstenbrin	HAMBURG-AMERIKA LINE	On 16th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA...	Ger. str.	k. w.	Ernst	HAMBURG-AMERIKA LINE	On 9th Jan.
HAVRE, BREMEN & HAMBURG, &c.	ARABIA...	Ger. str.	k. w.	Maass	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE, BREMEN & HAMBURG, &c.	BRASILIA...	Ger. str.	k. w.	Maass	HAMBURG-AMERIKA LINE	On 3rd Jan.
MARSEILLES & COPENHAGEN	SCANDIA...	Ger. str.	k. w.	v. Dühren	HAMBURG-AMERIKA LINE	On 15th Jan.
MARSEILLES, &c. via PORTS OF CALL...	CANTON...	Swed. str.	1st str.	OLAF WIT & Co., LTD.	OLAF WIT & Co., LTD.	On 20th inst.
MARSEILLES HAMBURG & ANTWERP &c.	POLSKA...	Pol. str.	1st str.	MESSENGERS MARITIMES	MESSENGERS MARITIMES	On 20th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SITHONIA...	Ger. str.	1st str.	HAMBURG-AMERIKA LINE	HAMBURG-AMERIKA LINE	On 21st inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU...	Jap. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 21st inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAWACHI MARU...	Jap. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 27th inst., P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU...	Jap. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 4th Jan., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KLEIST...	Ger. str.	1st str.	MELCHERS & Co.	MELCHERS & Co.	On 14th inst., at Noon
NAPLES, GENOA, ALGIERE, GIBRALTAR, &c.	INVERCLYDE...	Brit. str.	1st str.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	About 29th inst.
NEW YORK	SIRI...	Brit. str.	1st str.	DOWELL & Co., LTD.	DOWELL & Co., LTD.	About 15th inst.
BOSTON & NEW YORK	EMPEROR OF JAPAN...	Brit. str.	1st str.	CANADIAN PACIFIC E. Co.	CANADIAN PACIFIC E. Co.	On 17th inst., at 7 A.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE...	Brit. str.	2 m.	CANADIAN PACIFIC E. Co.	CANADIAN PACIFIC E. Co.	On 25th Jan., at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	PANAMA MARU...	Jap. str.	1st str.	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 13th inst., at Noon.
VICTORIA, C.B. & TACOMA via SHANGHAI & JAPAN	INABA MARU...	Jap. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 3rd Jan., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	TAMBA MARU...	Jap. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 31st Jan., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	HALLAMSHIRE...	Brit. str.	1st str.	DOWELL & Co., LTD.	DOWELL & Co., LTD.	On 15th inst.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	HALLAMSHIRE...	Brit. str.	1st str.	CANADIAN PACIFIC E. Co.	CANADIAN PACIFIC E. Co.	On 15th inst.
VANCOUVER (DIRECT)	HONGKONG MARU...	Jap. str.	1st str.	TOYO KISEN KAISHA	TOYO KISEN KAISHA	On 21st inst.
CALIFORNIA (DIRECT), &c. via JAPAN PORTS, &c.	YAWATA MARU...	Jap. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 22nd inst., at Noon
AUSTRALIAN PORTS via MANILA	HERA MARU...	Jap. str.	1st str.	YAMATO & KAITAKU S.S. Co.	YAMATO & KAITAKU S.S. Co.	On 27th inst.
PORTLAND & MANILA & COCOA	HERO MARU...	Jap. str.	1st str.	TOYO KISEN KAISHA	TOYO KISEN KAISHA	To-day, at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	HERO MARU...	Jap. str.	1st str.	PACIFIC MAIL S.S. Co.	PACIFIC MAIL S.S. Co.	On 14th inst., at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA...	Am. str.	1st str.	PACIFIC MAIL S.S. Co.	PACIFIC MAIL S.S. Co.	On 17th inst., at 1 P.M.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KOREA...	Am. str.	1st str.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA...	Brit. str.	1 m.	MELCHERS & Co.	MELCHERS & Co.	On 31st inst., at D'light
AUSTRALIAN PORTS via MANILA	COBLENZ...	Ger. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 20th Jan., at Noon
AUSTRALIAN PORTS via MANILA	NIKKO MARU...	Jap. str.	1st str.	MELCHERS & Co.	MELCHERS & Co.	About 13th inst.
KOBE & YOKOHAMA	COBLENZ...	Ger. str.	1st str.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	On 15th inst., at Noon
KOBE & MOJI	FAUBANG...	Brit. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 22nd inst., P.M.
KOBE & YOKOHAMA	HIKORI MARU...	Jap. str.	1st str.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 23rd inst., at Noon
NAGASAKI, KOBE & YOKOHAMA	HIKORI MARU...	Jap. str.	1st str.	YAMATO & KAITAKU S.S. Co.	YAMATO & KAITAKU S.S. Co.	Quick despatch.
JALANGHAI	TUMAH...	Dut. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	To-day, at midnight
SHANGHAI via SWATOW	LINAN...	Brit. str.	1 m.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight
SHANGHAI via FOOCHOW	HANGSANG...	Brit. str.	1 m.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight
SHANGHAI, KOBE & MOJI	ESANG...	Brit. str.	1 m.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 13th inst.
SHANGHAI, KOBE & MOJI	CYUEN MARU...	Jap. str.	1 m.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	KUTSANG...	Ger. str.	1 m.	MELCHERS & Co.	MELCHERS & Co.	About 14th inst.
SHANGHAI	GOEBEN...	Brit. str.	1 m.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	CHIRSHA...	Brit. str.	1 m.	HAMBURG-AMERIKA LINE	HAMBURG-AMERIKA LINE	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA...	Ger. str.	1 m.	MELCHERS & Co.	MELCHERS & Co.	About 16th inst.
SHANGHAI, KOBE & YOKOHAMA	ELAN...	Brit. str.	1 m.	MESSENGERS MARITIMES	MESSENGERS MARITIMES	On 19th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	SINDA...	Ger. str.	1 m.	OLAF WIT & Co., LTD.	OLAF WIT & Co., LTD.	On 22nd inst.
SHANGHAI, YOKOHAMA & KOBE	TOUBANE...	Frans. str.	1 m.	P. & O. S. N. Co.	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI	NIPPON...	Swed. str.	1 m.	HAMBURG-AMERIKA LINE	HAMBURG-AMERIKA LINE	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	DEVANHA...	Brit. str.	1 m.	P. & O. S. N. Co.	P. & O. S. N. Co.	About 30th inst.
SEANGHAI, MOJI KOBE & YOKOHAMA	SLAVONIA...	Ger. str.	1 m.	JAYA-CHINA-JAPAN LINE	JAYA-CHINA-JAPAN LINE	Quick despatch
SEANGHAI, MOJI KOBE & YOKOHAMA	NUBIA...	Dut. str.	1 m.	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SEANGHAI	TAIKINI...	Dut. str.	1 m.	DOUGLAS LAFRAIR & Co.	DOUGLAS LAFRAIR & Co.	To-day, at 4 P.M.
TAMSUI via SWATOW & AMOY	DAYIN MARU...	Jap. str.	1 m.	DOUGLAS LAFRAIR & Co.	DOUGLAS LAFRAIR & Co.	On 13th inst., at 11 A.
SWATOW	HAIYANG...	Jap. str.	2 h.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG...	Jap. str.	2 h.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	On 13th inst., at Noon
SWATOW, AMOY & FOOCHOW	HAICHONG...	Brit. str.	2 h.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
HAIPHONG...	SINGAT...	Brit. str.	2 h.	SHAWAN TOMES & Co.	SHAWAN TOMES & Co.	On 21st inst., at 4 P.M.
MANILA	LOONGSANG...	Brit. str.	2 h.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
MANILA	TEAN...	Brit. str.	2 h.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
MANILA	YUENSANG...	Brit. str.	2 h.	MELCHERS & Co.	MELCHERS & Co.	Middle of Dec.
MANILA	TAMING...	Brit. str.	2 h.	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 13th inst.
MANILA, ILOILO & CEBU	BURR...	Am. str.	2 h.	CARLTON & Co.	CARLTON & Co.	On 15th inst., at Noon
MANILA, CEBU & ILOILO	ZAFINO...	Am. str.	2 h.	DAVID SARBSON & Co., LTD.	DAVID SARBSON & Co., LTD.	On 13th inst., at 1 P.M.
ILOILO & CEBU	SUNGKANG...	Brit. str.	2 h.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon
KUDAT & SANDAKAN	BORNEO...	Brit. str.	2 h.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
JOHORE, SINGAPORE, COLOMBO	TOGA MARU...	Jap. str.	2 h.	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 13th inst.
BOMBAY via SINGAPORE & PENANG	ISCHIA...	Ital. str.	2 h.	YAMATO & KAITAKU S.S. Co.	YAMATO & KAITAKU S.S. Co.	On 13th inst.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING...	Brit. str.	2 h.	JARDINE, MATHESON & Co., LD.	JARDINE, MATHESON & Co., LD.	On 17th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	NAXSANG...	Brit. str.	2 h.	BUTTERFIELD & SWIRE	BUTTERFIELD & SWIRE	On 17th inst., at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TILATJAP...	Dut. str.	2 h.	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	Quick despatch

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ASSAYE	Noon, 10th Dec.	See Special of Call.
SHANGHAI, MOJI, KOBE, SUNDAY	Capt. R. A. Fellers	About 16th Dec.	Freight and Passage.
SHANGHAI	DEVANHA	About 23rd Dec.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 28th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA	Capt. F. J. Fox	About 30th Dec.	Freight and Passage.

For Further Particulars, apply to

F. A. HEWETT,
Superintendent

H. Kong, 10th December, 1910

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"LINAN"	On 10th Dec, 8 p.m.
HAIPHONG	"SINGAN"	On 10th Dec, 10 a.m.
MANILA	"TEAN"	On 13th Dec, 4 p.m.
SHANGHAI	"CHINHUA"	On 15th Dec, 4 p.m.
ILIOLO & CEBU	"SUNGKIANG"	On 17th Dec, 4 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 19th Dec, 4 p.m.
MANILA	"TAMING"	On 20th Dec, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Trips Weekly.

SS. "LINAN" and SS. "SANULI" through and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wootung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to—
HONGKONG, 10th December, 1910

BUTTERFIELD & SWIRE,
AGENTS. [10]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"PEKING"	On 15th December.
MARSEILLES & COPENHAGEN	"CANTON"	On 20th December.
SHANGHAI, YOKOHAMA & KOBE	"NIPPON"	On 22nd December.

For Freight and Further Particulars, apply to
HONGKONG, 25th November, 1910. [1085]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 13th Dec, at 11 a.m.
"HAICHING"	Capt. W. O. Pasmore	TUESDAY, 20th Dec, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG" ... Capt. A. E. Hodgins ... SATURDAY, 10th Dec, at 4 p.m.
Steamers will arrive at and Depart from the Company's Wharf (near Plate Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th December 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 15th December.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALTIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to
HONGKONG, 5th November 1910

MELOCHERS & CO.,
AGENTS. [6]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"LOCHSANG"	Saturday, 10th Dec, Noon.
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 11th Dec, D'light
SHANGHAI VIA FOOCHOW	"ESANG"	Sunday, 11th Dec, D'light
SHANGHAI, KOBE & MOJI	"KUTSANG"	Wed. 14th Dec, Noon.
KOBE & MOJI	"FAUSANG"	Thursday, 15th Dec, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 17th Dec, Noon.
MANILA	"YUENSANG"	Saturday, 17th Dec, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FAUSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Peking, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 10th December, 1910.

GENERAL MANAGER [14]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shorter and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 13th Dec, at Noon
VICTORIA, B.C. & TACOMA VIA NAGASAKI, MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 28th Dec, at Noon

The Co's Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perceps. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMUOI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 11th Dec, at 10 a.m.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nippon Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

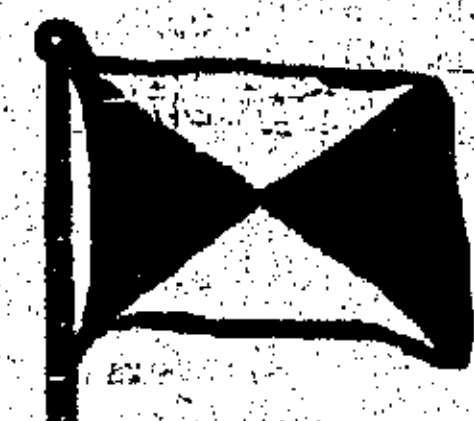
HONGKONG-NANKING, RETURN.

1st CLASS	2nd CLASS	3rd CLASS
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Iloilo & Cebu	On 21st Dec, 4 p.m.
ZAFIRO	4000	E. Rise	Manila, Cebu & Iloilo	On 28th Dec, 4 p.m.

For Freight or Passage apply to
HONGKONG, 9th December, 1910

SHEWAN, TOMES & Co.,
Managers,
PHILIPPINES S.S. Co. [12]

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SINGHAI, KOBE & YOKOHAMA:	
S.S. SCANDIA	15th Dec
S.S. SLAVONIA	30th Dec
S.S. SEGOVIA	12th Jan
S.S. SAMBIA	28th Jan
S.S. SILESIA	10th Feb
S.S. PREUSSEN	27th Feb
S.S. BREINFELS	12th March

For Further Particulars, apply to—

HOMEWARD.

FOR ROTTERDAM, ANTWERP & HAMBURG:	
S.S. BULGARIA	16th Dec
FOR MARSEILLES, HAVRE & ANTWERP:	
S.S. SITHONIA	21st Dec
FOR HAVRE, ROTTERDAM & HAMBURG:	
S.S. ARABIA	24th Dec
FOR HAVRE, BREMEN & HAMBURG:	
S.S. BRASILIA	3rd Jan
FOR ROTTERDAM, HAMBURG & ANTWERP:	
S.S. PRISCILLA	9th Jan
FOR HAVRE, BREMEN & HAMBURG:	
S.S. SCANDIA	15th Jan

HAMBURG-AMERIKA LINIE,
Hongkong Office. [11]

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	11,000 tons gross	Sail Dec. 21st, 1910.
S.S. KIYO MARU	11,200 "	" " " " Feb. 18th, 1911.
S.S. BUYO MARU	10,500 "	" " " " April 19th, 1911.

For particulars apply to

K. MATSUDA, Manager,
TOYO KISEN KAISHA, King's Building,
Hongkong, 26th November, 1910.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF
INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND
FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East:—
16, DES VREUX ROAD,
HONGKONG.

Japan Office
32, WATER STREET
YOKOHAMA.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, PENANG, COLOMBO, SUEZ and PORTSAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 21st Dec, at Daylight
	KAWACHI MARU Capt. H. Petersen	7,000	TUESDAY, 27th Dec, P.M.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 4th Jan, at Daylight
	SADO MARU Capt. S. Horiuchi	7,000	SATURDAY, 31st Dec, from Kobe
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKO.	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 3rd Jan, at Noon
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 13th Jan, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine	5,000	THURSDAY, 22nd Dec, at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan, at Noon
SHANGHAI, MOJI and KOBE	OEYLON MARU Capt. Fred. Pyne	6,000	TUESDAY, 13th Dec, at Noon
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. Y. Nomura	6,000	TUESDAY, 13th Dec, at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 21st Dec, at Noon
KOBE and YOKOHAMA	HITACHI MARU Capt. N. Matheson	7,000	THURSDAY, 22nd Dec, P.M.

She will call at Genoa.
Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class S Y. 550.00
KITANO	9000	1st Mar.	1st Class S Y. 825.00
IYO	7000	15th "	2nd Class S Y. 360.00
RIKANO	8000	28th "	2nd Class S Y. 540.00
TANGO	8000	12th April	old str. 1st Class S Y. 500.00
KAMO	9000	26th "	1st Class S Y. 750.00
AKI	7000	10th May	2nd Class S Y. 330.00
MISHIMA	9000	24th "	R. 495.00

"VICTORIA, B.C. & SEATTLE, WASH., U.S.A."

Steamers. Tons. Leave H.K. RATES OF PASSAGE.

AWA MARU 7000 28th Feb. To Pacific Coast Common Points: 1st Class S \$230

INABA " 7000 28th Mar. " " " " 2nd Class S \$221

TAMBA " 7000 25th April. To London via New York: 1st Class S \$250

AWA " 7000 23rd May. via St. Lawrence: 1st Class S \$259

For further information as to Freight, Passage, Sailings, &c., apply at 13-125] T. KUSUMOTO, MANAGER.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C., & SEATTLE

via
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
HALLAMSHIRE	4,420	G. E. Elliott	15th December.
SVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS,
QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VREUX ROAD.

STEAMERS PASSED THE CANAL.

November 11th—Atsuta Maru, Mochima.
15th—Boandia, Wakasa Maru. 18th—Achilles.
21st—Bencorish, Glenloch, Goeben.
24th—Nippon, Rynda. 25th—Antenor.
26th—Glenloch, Goeben, 27th—Antenor.
28th—Nippon, Rynda. 29th—Antenor.
30th—Nippon, Rynda. 31st—Antenor.

ARRIVALS AT HOME.

December 6th—Ambria, Dumbra, Alania.

報新外中港香

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(Chinese Daily Press)

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